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clothing, health, savings, and miscellaneous expenditure, including recreation and education. The interpretation of the statistics takes up the greater part of the book. It is interesting to note, however, that the nominal wage indicated by any given schedule cannot be used as a safe basis for calculations because it usually varies widely from the actual wage on account of docking, seasonal character of work, tips, or other reasons.

A study of the tables seems to lead to the conclusion that the nine to eleven dollars per week wage group represents a minimum living wage. Not until this group is reached do average income and average expenditure balance; up to this point the actual expenditure as well as the percentage for food and rent increase; here, for the first time, medical aid becomes possible, and saving begins.

History of Money in the British Empire and the United States. By AGNES F. DODD. London: Longmans, Green & Co., 1911. 8vo, pp. xiv +356. 5s. net.

"The aim of this book," reads the Preface, "is to give a short general history of money in the English-speaking countries—in the British Empire and the United States." In Part I, the author traces the monetary history of the British Isles "from the earliest times" to the present. Two short chapters are added on "the Currency of India" and "Colonial Currencies." Part II is devoted to a study of the history of money and banking in the United States.

The book lays no claim to independent and original investigation. Such could not be expected in a work of the kind. Miss Dodd has drawn her information from a wide range of sources. That the book represents painstaking industry cannot be doubted, but the breadth of field which the author attempts to cover precludes her complete mastery of the subject. The reader sees only an accumulation of facts—interesting, but dead. The shortcomings of the book partly arise from its not being pervaded by any one personality. The reader is made conscious of the shifting influence of the various authorities—MacLeod, Walker, and the rest—on whom the author has drawn. The book is more than patchwork, but it lacks that indescribable something that makes history live.

The student desiring only a brief survey of the subjects with which Miss Dodd deals will find in her book a concise statement of the more important historical facts. Even to the economist it will prove a handy book of reference.

The Modern Railroad. By EDWARD HUNGERFORD. Chicago: A. C. McClurg & Co., 1911. 8vo, pp. xx+476.

This work is neither a textbook nor in any sense a scientific treatise on railroads. It is rather a dramatization of railroading. The first two chapters give a brief history of the developing of railroads in the United States. Even these chapters are more like a series of moving pictures than an ordinary his-